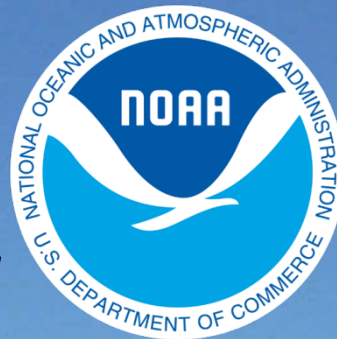


# BookletChart™

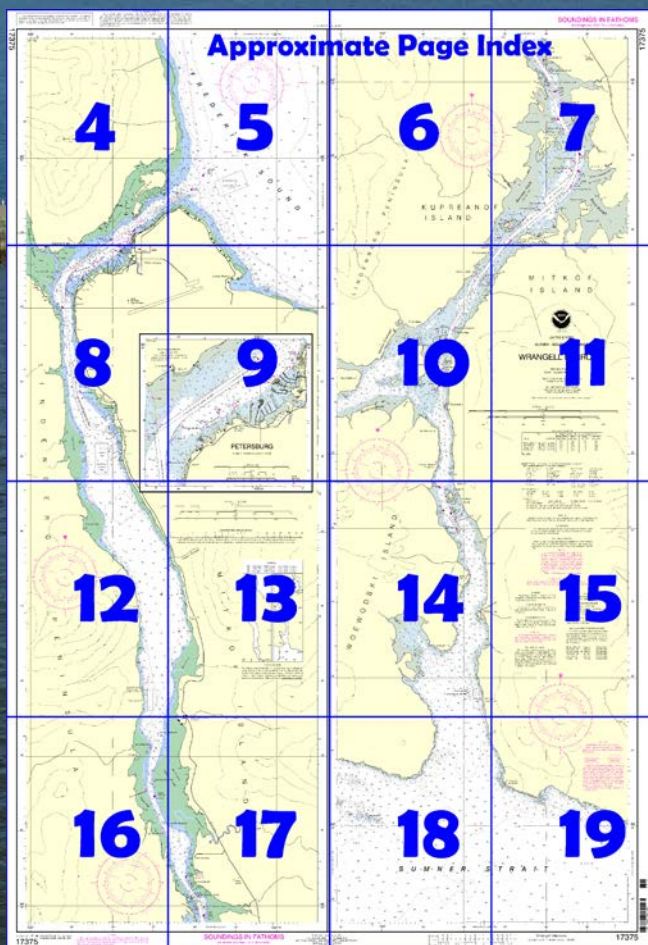
## Wrangell Narrows – Petersburg Harbor NOAA Chart 17375



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17375>.



### (Selected Excerpts from Coast Pilot)

**Wrangell Narrows** extends in a general N direction for 21 miles from near the E end of Sumner Strait to the E part of Frederick Sound. The channel is narrow and intricate in places, between dangerous ledges and flats, and the tidal currents are strong. It is marked by an extensive system of lights, lighted ranges, daybeacons, and buoys that, with the aid of the chart, renders the navigation of the narrows fairly easy for small craft, even without local knowledge.

It is safest to enter either end late on a flood tide. Waterborne traffic through the narrows consists of cruise ships, State ferries, barges, and

freight boats carrying lumber products, petroleum products, fish and fish products, provisions, and general cargo.

**Currents.**—The currents enter Wrangell Narrows from both ends on the flood and meet a little S of Green Point (56°42.0'N., 132°57.2'W.). At the N end of the narrows during the turn of the tide on the last of the flood and the first of the ebb, an unexpected current of about 2 knots sets NW directly across the channel. The velocity of the current in the narrows varies from place to place. Off Petersburg the velocity of the current is 3.5 knots. The strongest currents occur off Turn Point and off Spike Rock and South Ledge Light. The velocity of the current at times of strength at these points is between 4 and 5 knots. During spring and tropic tides, velocities of 6 to 7 knots may occur. (See the Tidal Current Tables for daily predictions.)

In a 2006 survey, NOAA ship RAINIER noted time differences of up to 30 minutes in the times of predicted and observed slack water.

**Ice.**—Occasionally a few stray pieces of ice from Le Conte Bay (chart 17360) work into Wrangell Narrows as far as Green Point (56°42.0'N., 133°57.2'W.). The pieces are sufficiently large to make them dangerous to navigation.

**Midway Rock** is about 1.3 miles N of Point Alexander, the E point at the S entrance to Wrangell Narrows, and 400 yards from the E shore. It is low and marked by a light.

**Petersburg Creek**, which empties into the narrows from the W side opposite Turn Point, is navigable for small craft at high tide.

**Bayou Point** is the N point at the entrance to Petersburg Creek. A road extends along the shore behind the point.

**West Petersburg** is a small settlement on the W side of Wrangell Narrows, 1.6 miles inside the entrance opposite Petersburg.

**Prolewy Rocks**, off the W point just inside the N entrance to Wrangell Narrows, are marked by a daybeacon. A dangerous 1¼-fathom reef is 0.15 mile ENE to the daybeacon and adjacent to the N side of the channel. Mariners are advised to the use caution when transiting this area. A lighted bell buoy marks the N entrance to Wrangell Narrows.

**Petersburg** is a fishing center on Mitkof Island, on the E side of Wrangell Narrows, 1 mile inside the N entrance. Petersburg is the home port of over 300 fishing boats. The deepest draft of a commercial vessel calling at the port was 20 feet in 2003. Commodities handled at the port include fish and fish products, logs and lumber products, machinery, petroleum and petroleum products, provisions, and general cargo.

**Dangers.**—All known dangers are charted, and most are marked.

**Pilotage, Petersburg.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the inside waters of the State of Alaska. (See Pilotage, Alaska, indexed as such, chapter 3, for details.) Vessels en route Petersburg meet the pilot boat about 1 mile NW of Guard Islands Light (55°27.5'N., 131°53.9'W.).

The pilot boat, a tugboat, can be contacted by calling "PETERSBURG PILOT BOAT" on VHF-FM channels 16, 13, or 12.

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

**Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Two Coast Guard cutters are stationed at Petersburg.

**Harbor regulations.**—A **speed limit** of 7 knots is prescribed for Wrangell Narrows off Petersburg Harbor. (See **162.255**, chapter 2, for regulations.)

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander  
17th CG District  
Juneau, Alaska

(907) 463-2000

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



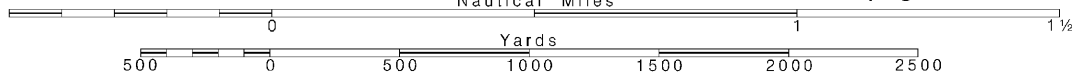
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

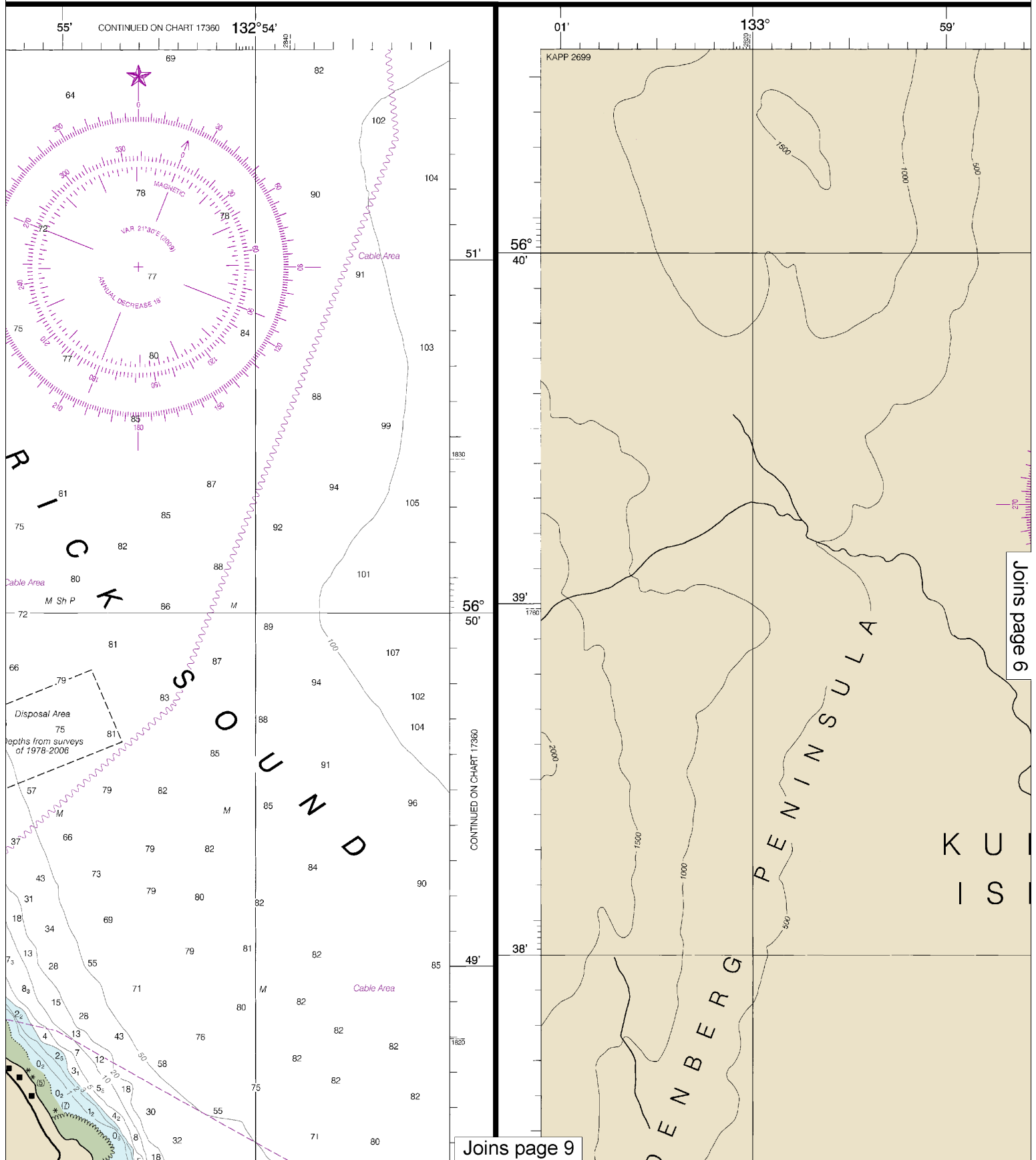
These volumes are available online at <http://www.navcen.uscg.gov>



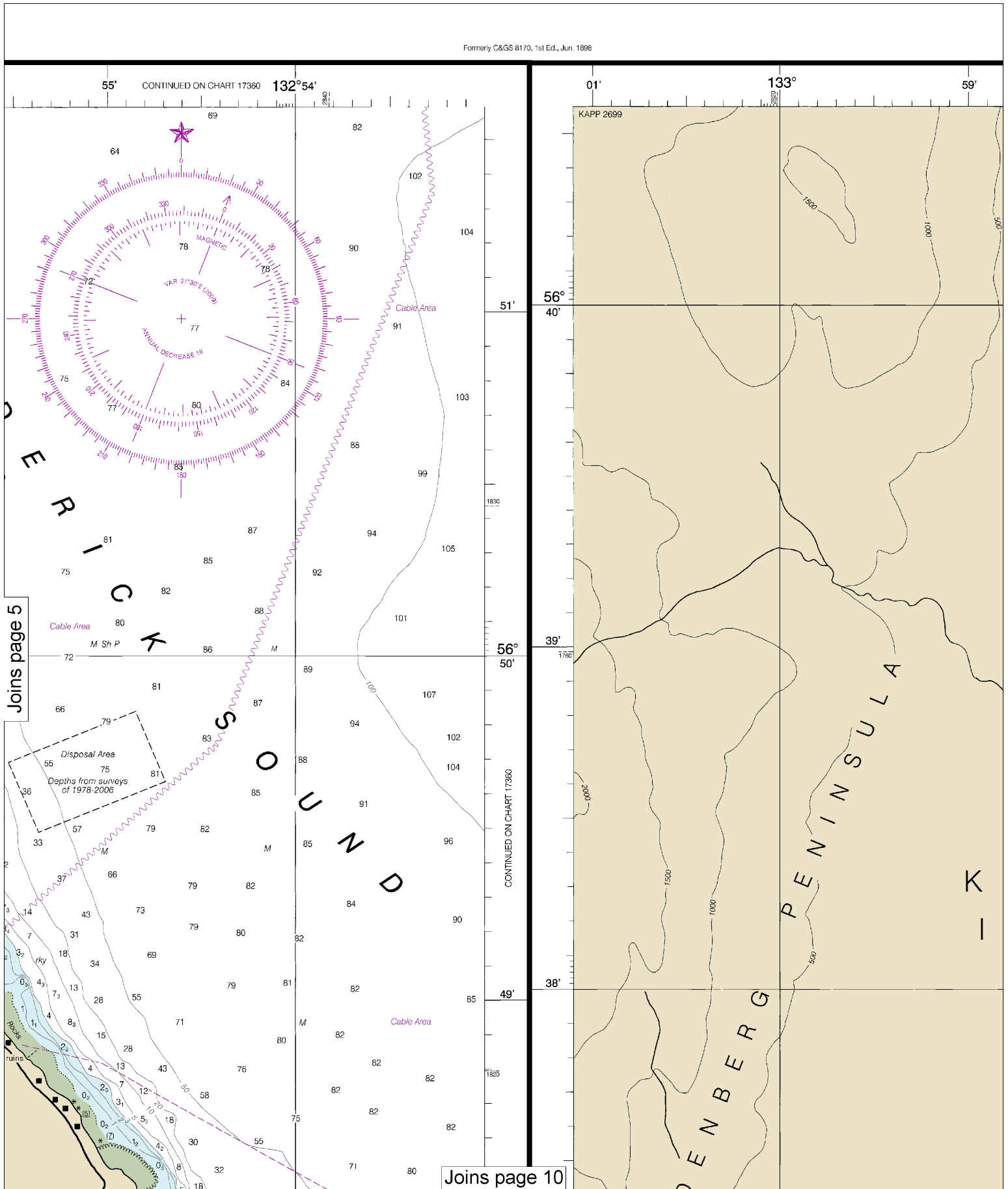
Printed at reduced scale.

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:26666. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



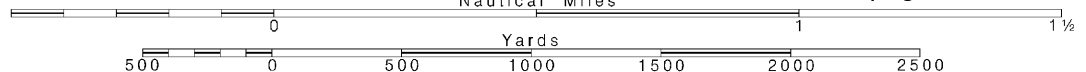
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

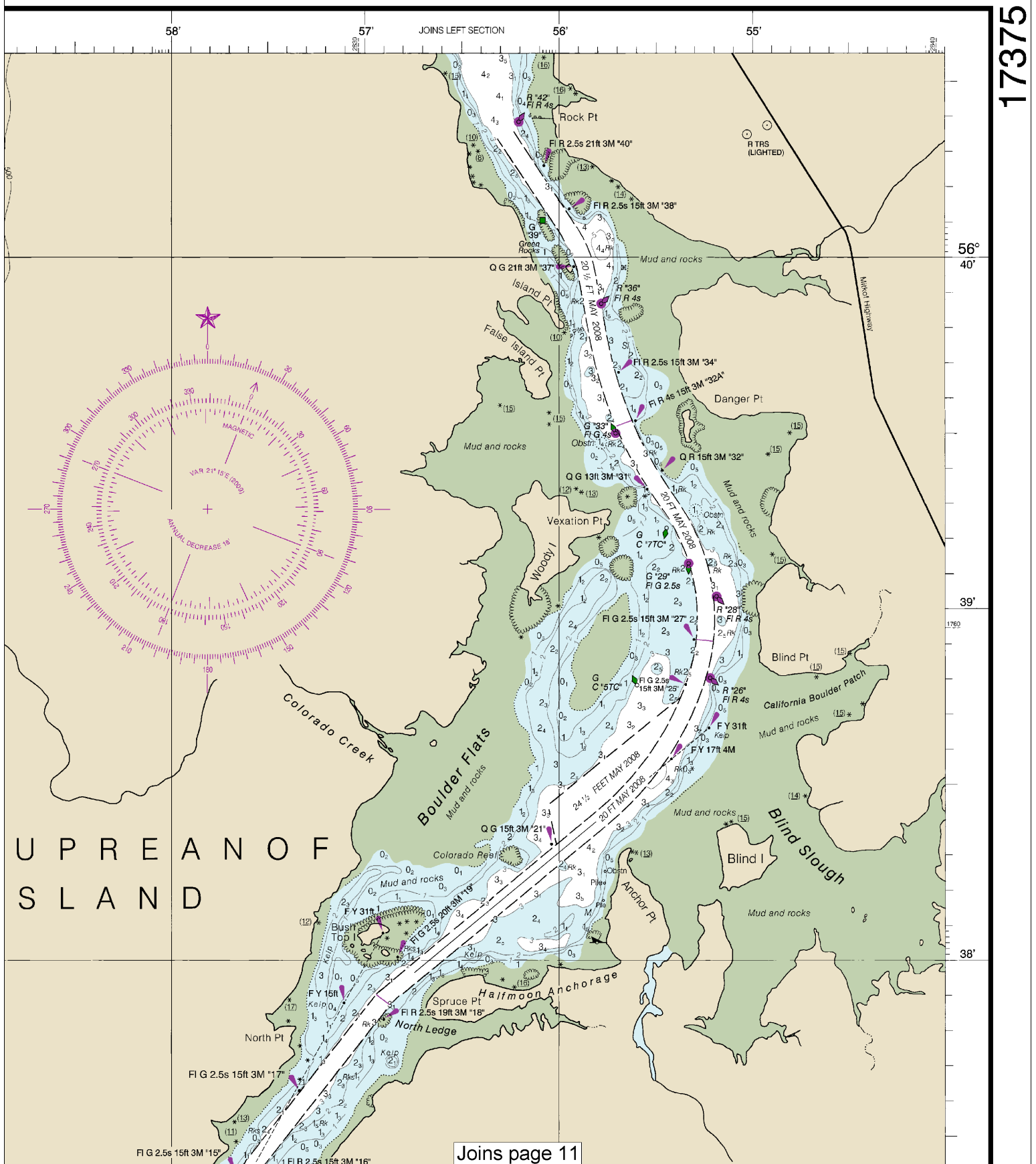
See Note on page 5.



# SOUNDINGS IN FATHOMS

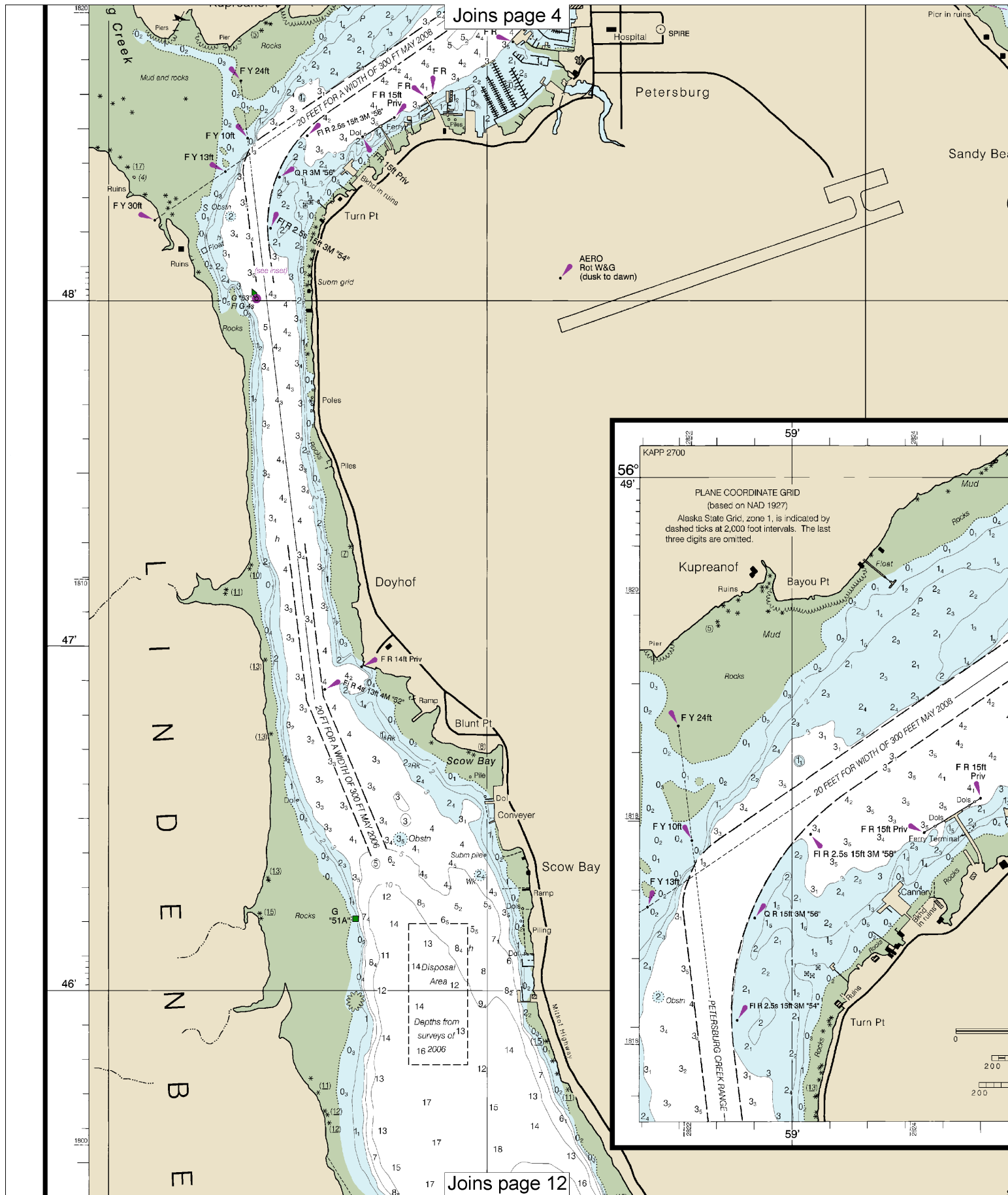
(FATHOMS AND FEET TO 11 FATHOMS)

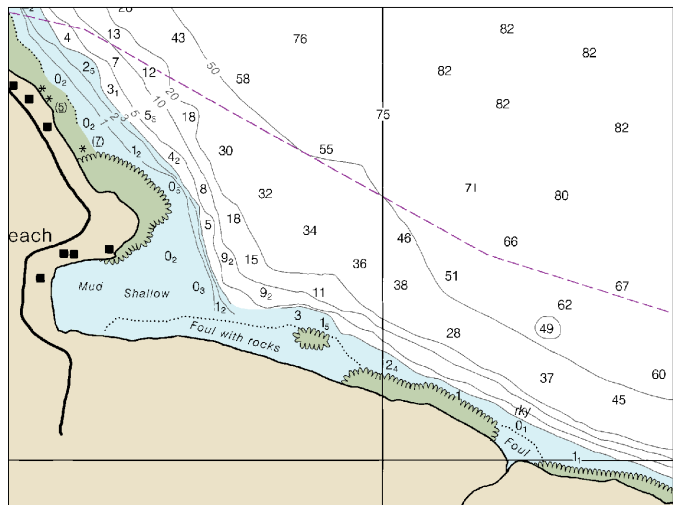
17375



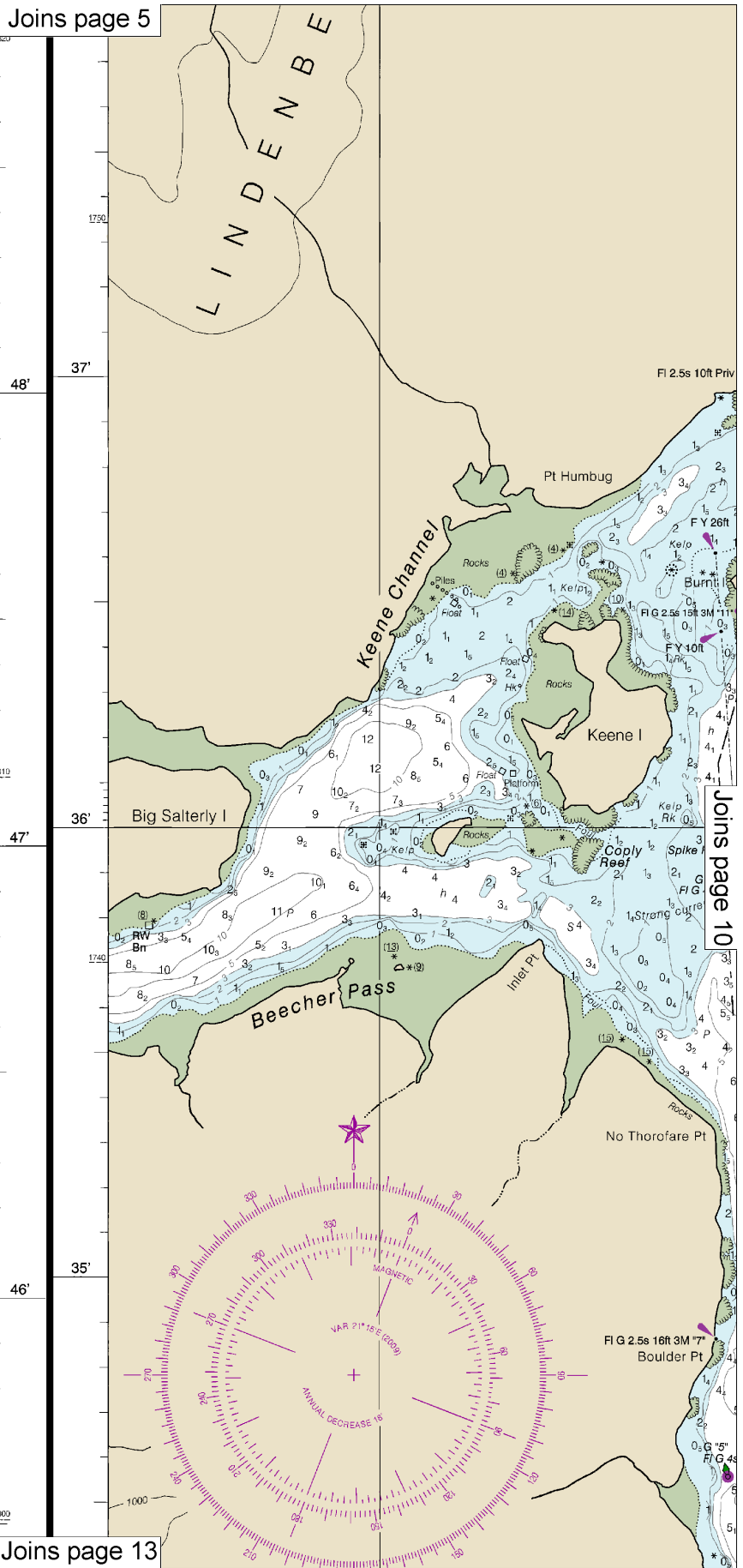
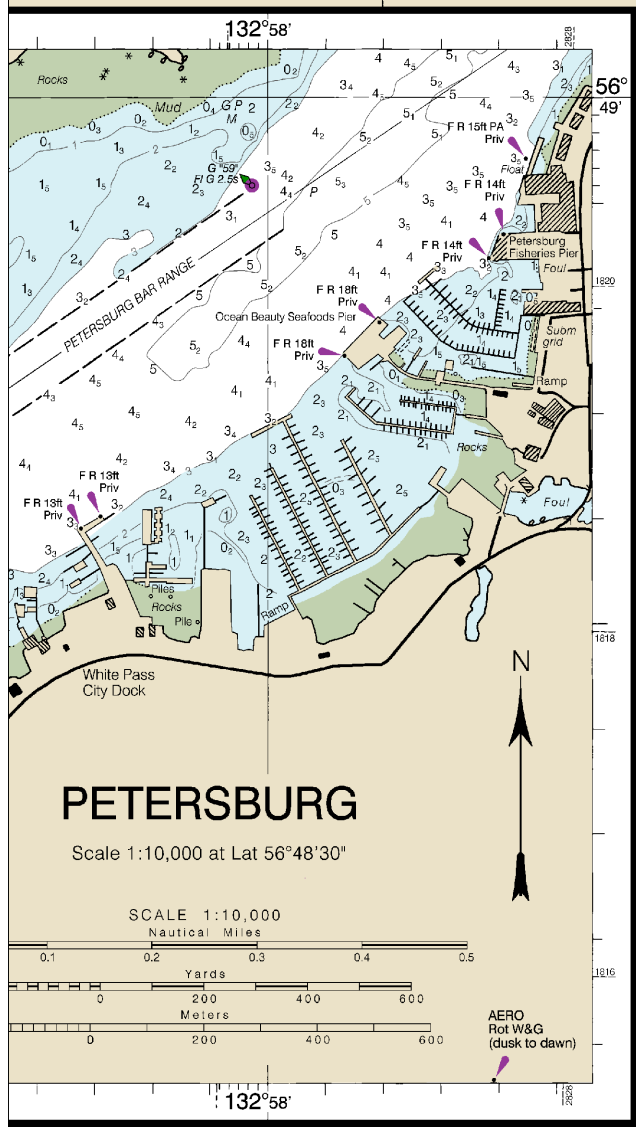
Last Correction: 2/20/2016. Cleared through:  
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

7





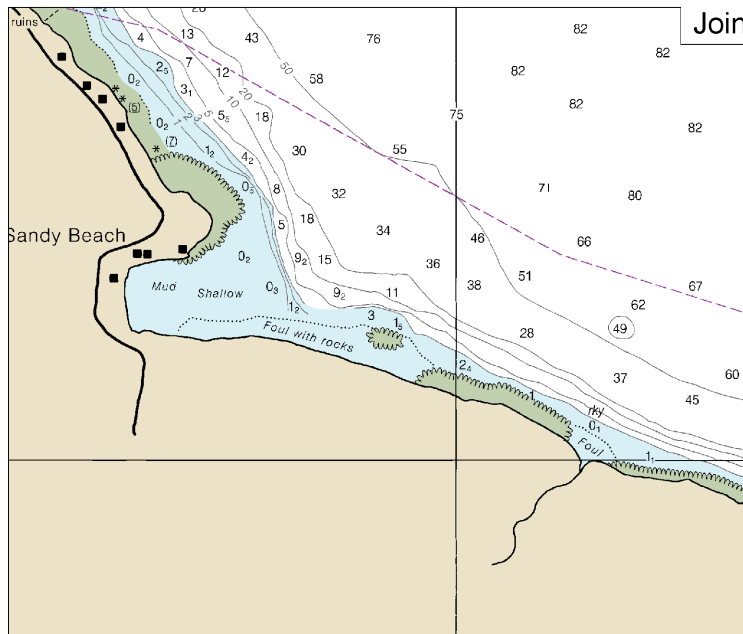
Joins page 5



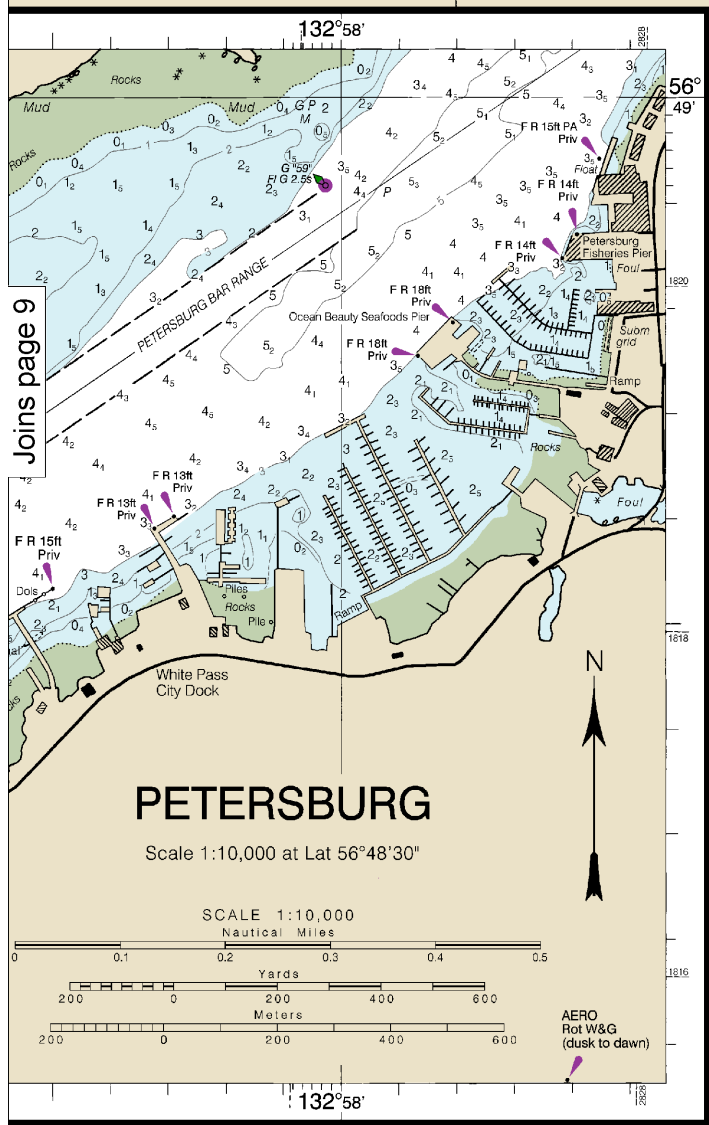
Joins page 10

SCALE 1:20,000

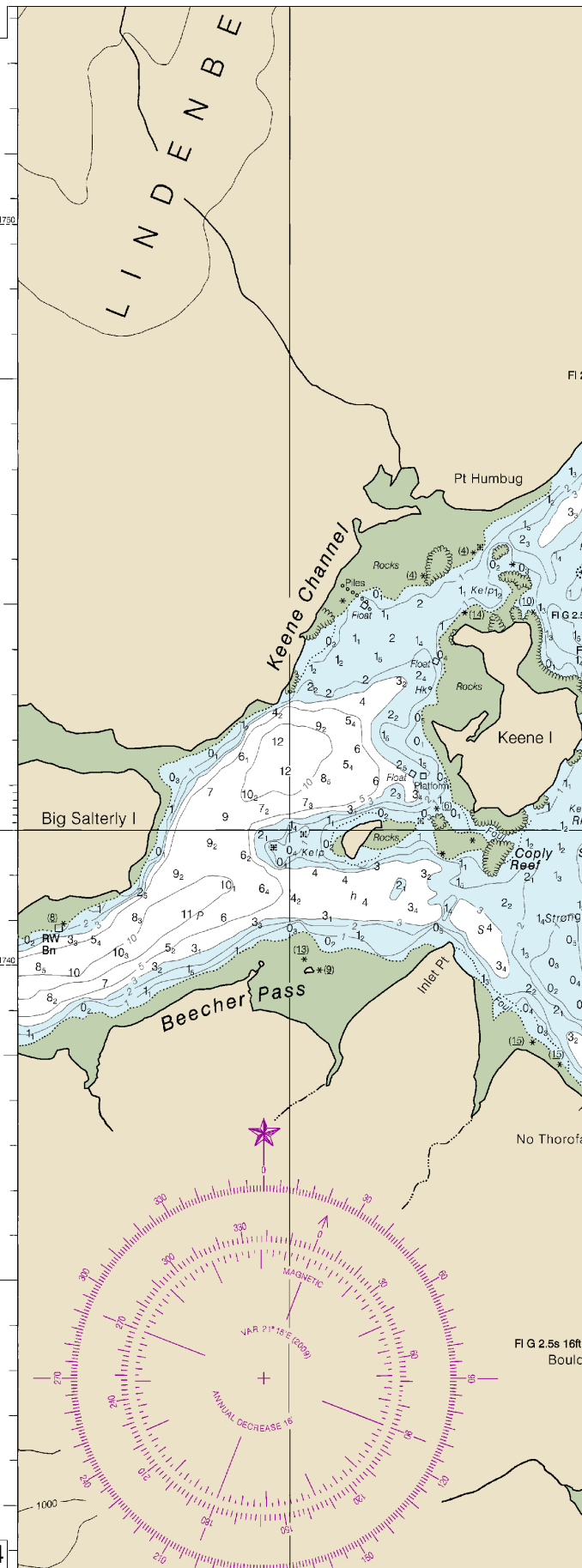
Joins page 13



Joins page 6



Joins page 14



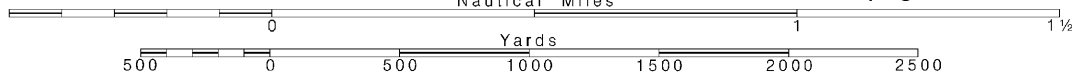
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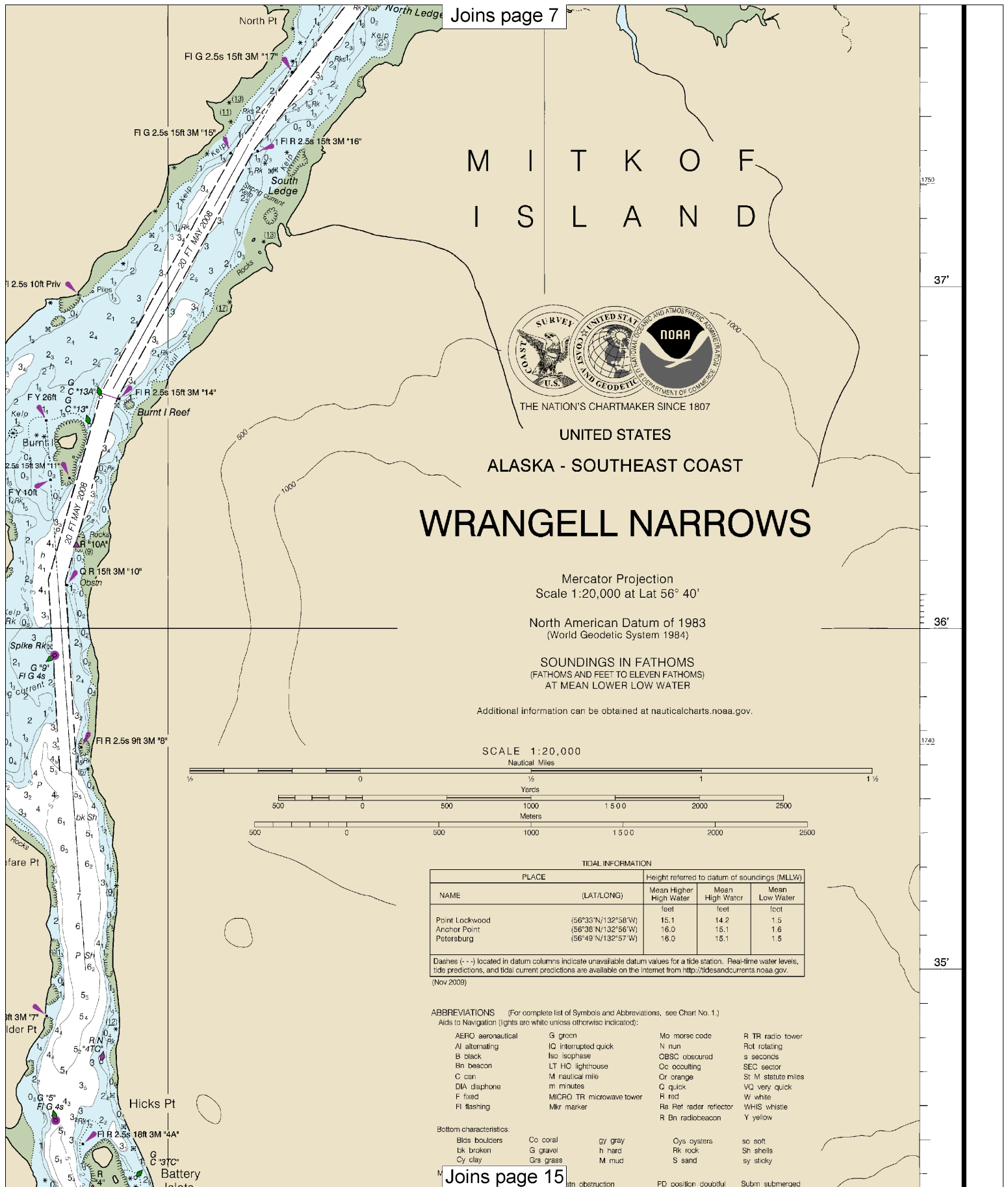
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

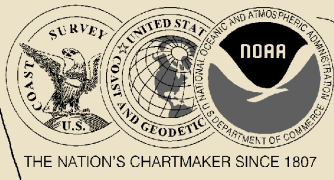
See Note on page 5.





Joins page 7

# MITKOF ISLAND



UNITED STATES  
ALASKA - SOUTHEAST COAST

## WRANGELL NARROWS

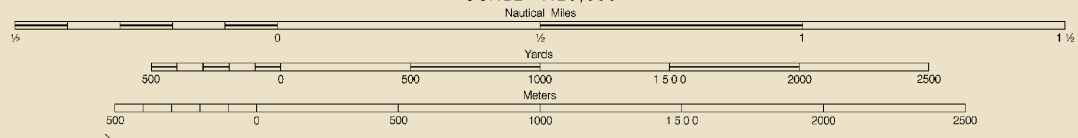
Mercator Projection  
Scale 1:20,000 at Lat 56° 40'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

SCALE 1:20,000



### TIDAL INFORMATION

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Point Lockwood	(56°33'N/132°58'W)	15.1	14.2	1.5
Anchor Point	(56°38'N/132°56'W)	16.0	15.1	1.6
Petersburg	(56°49'N/132°57'W)	16.0	15.1	1.5

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Nov 2009)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G groin	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

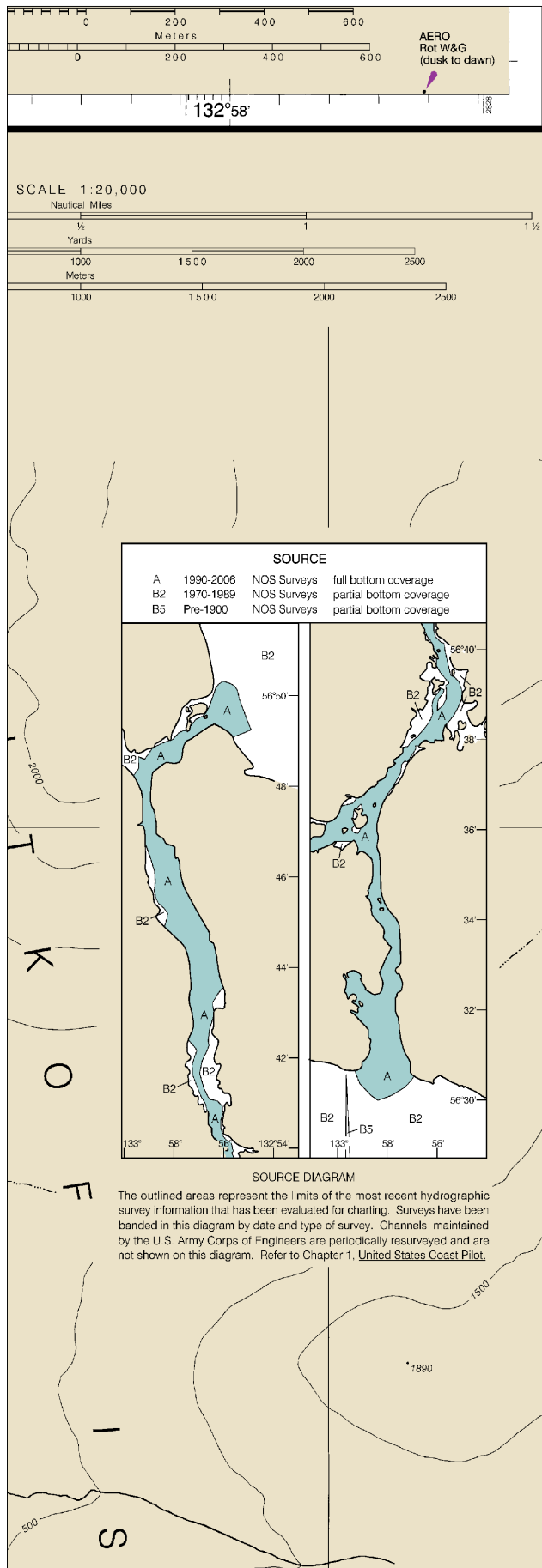
### Bottom characteristics:

Bls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

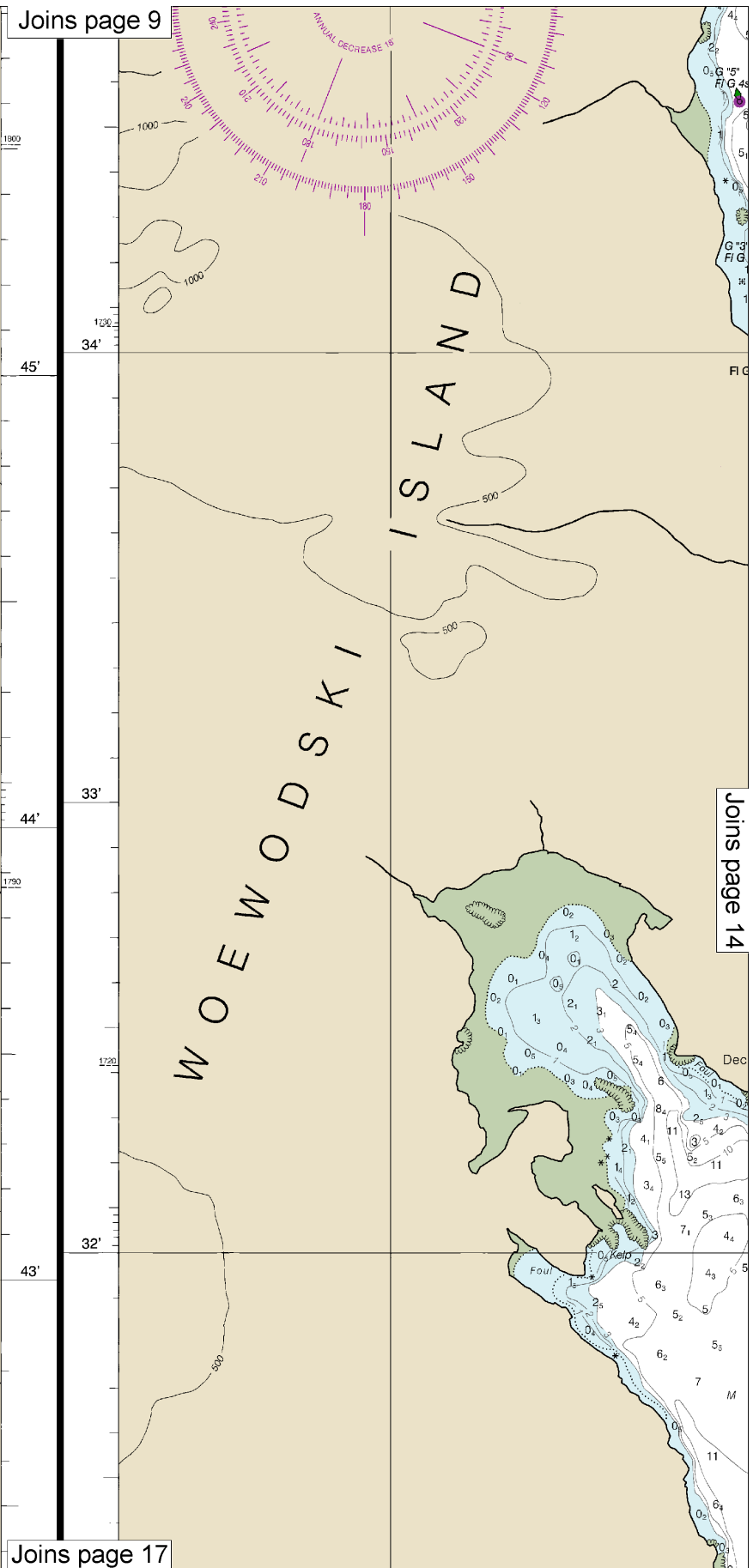
Obn obstruction PD position doubtful Subm submerged

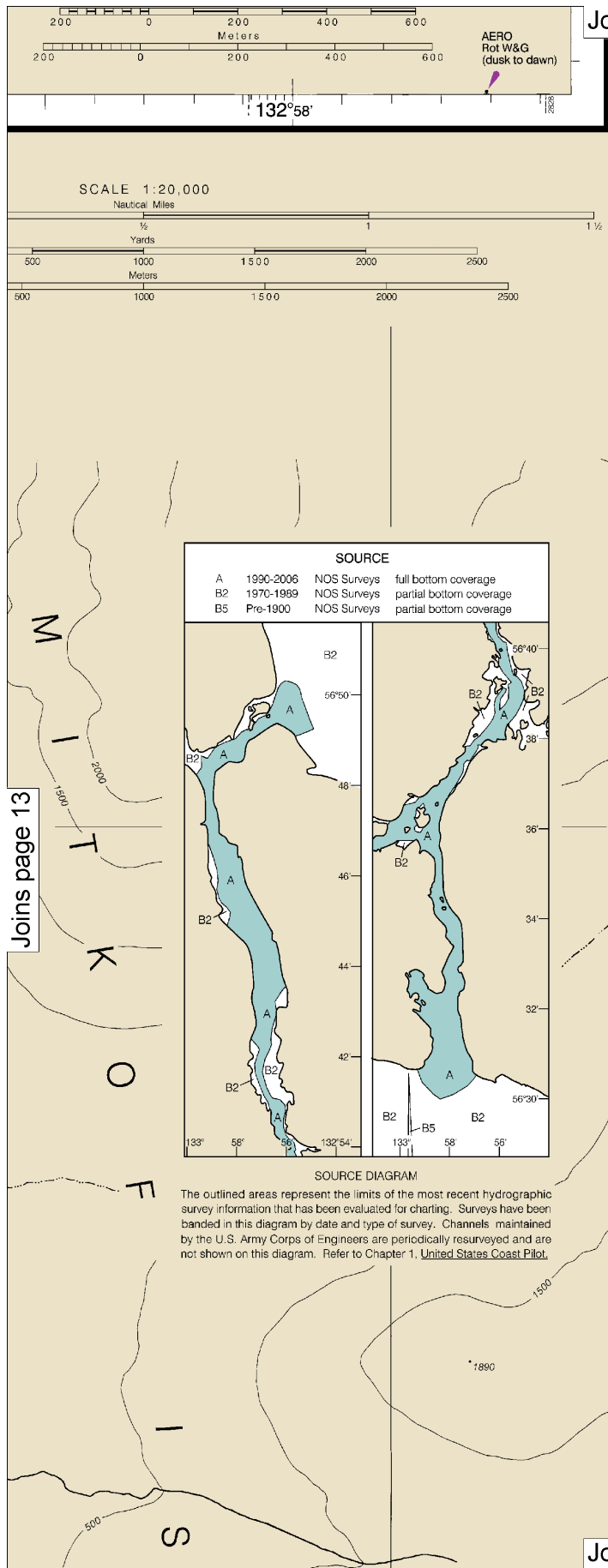
Joins page 15



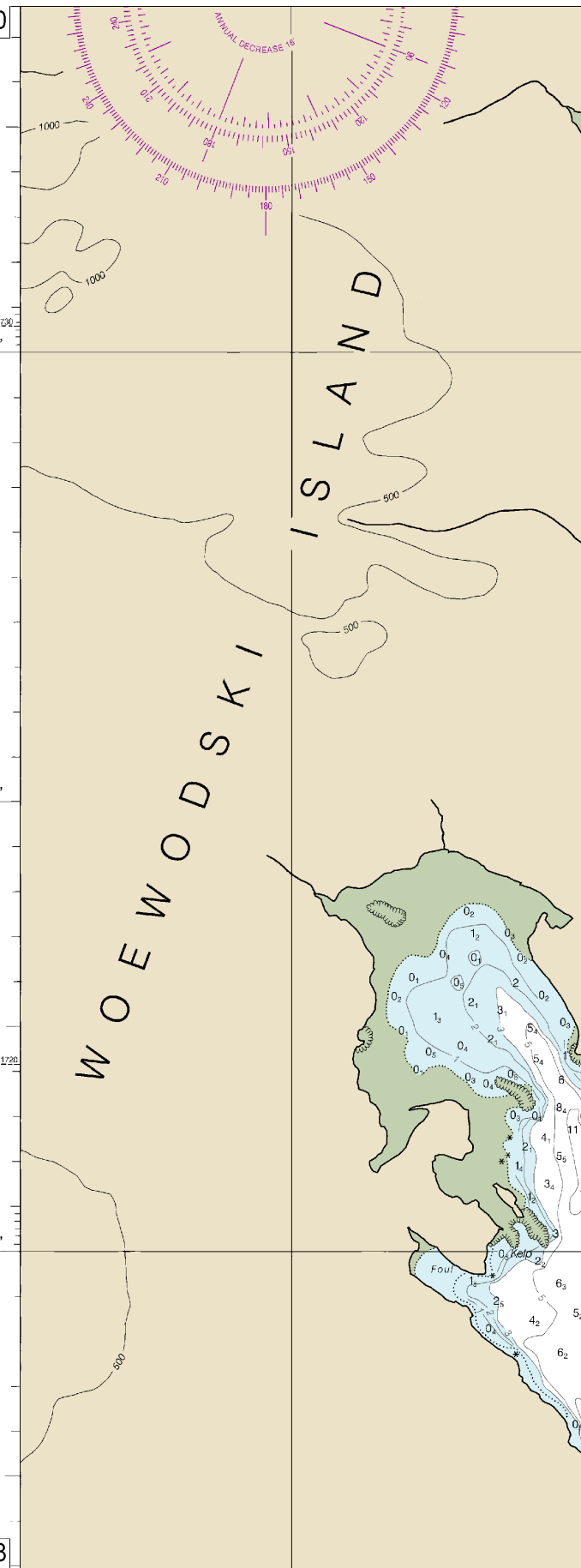


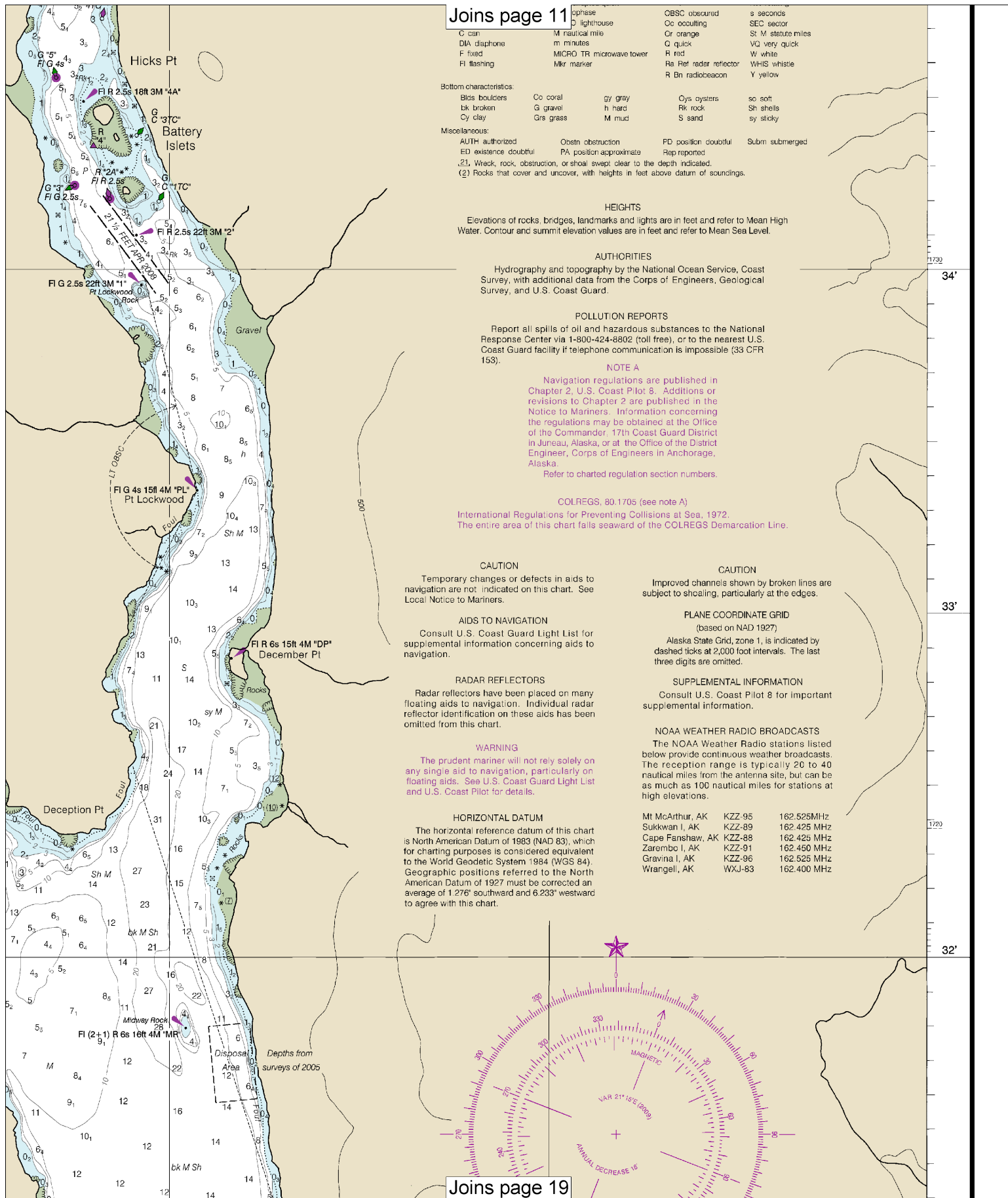
Joins page 9

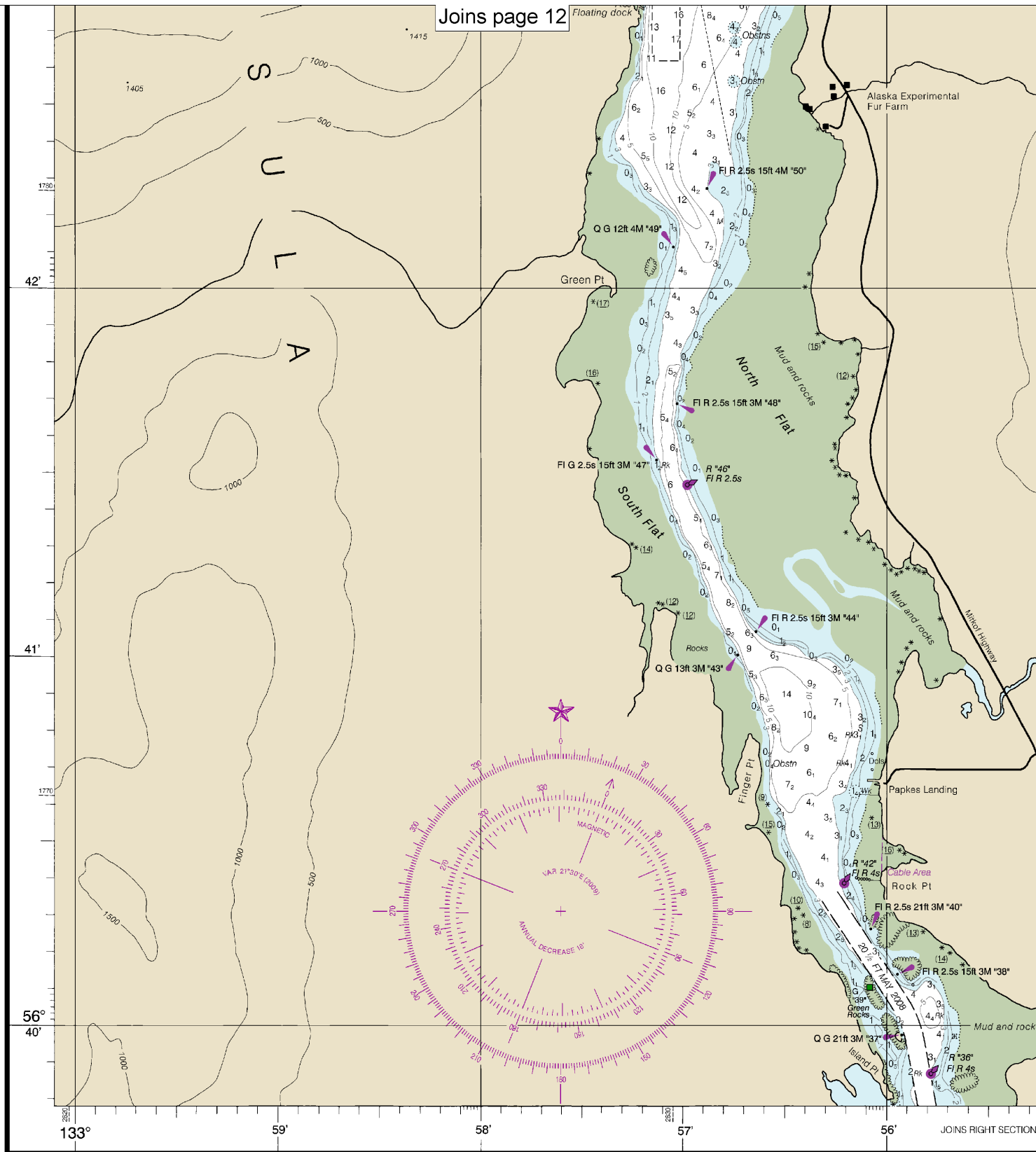




Joins page 10







22nd Ed., Dec. 2009

17375

Last Correction: 2/20/2016. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

SOUND  
(FATH)

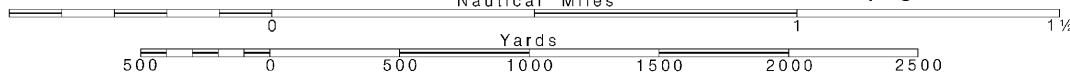
16

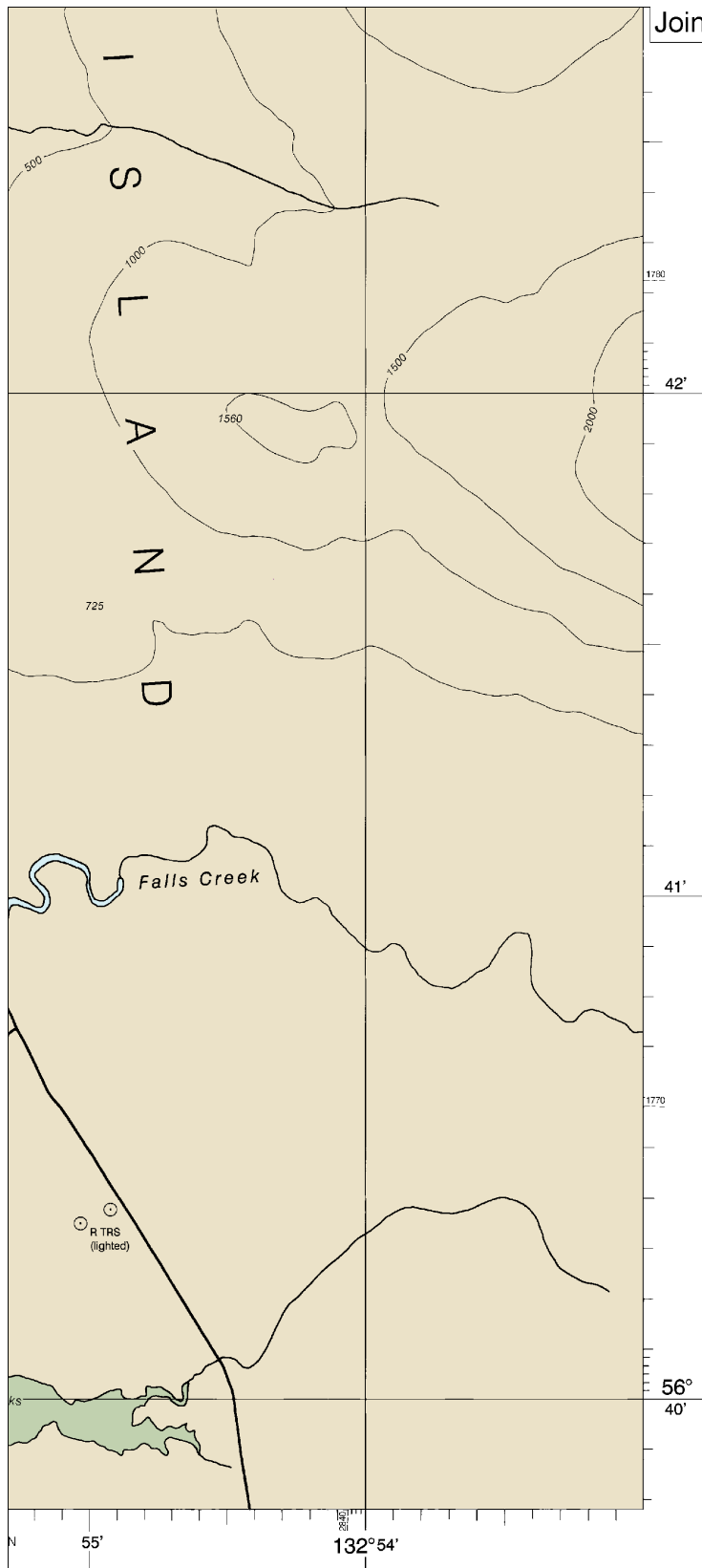
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

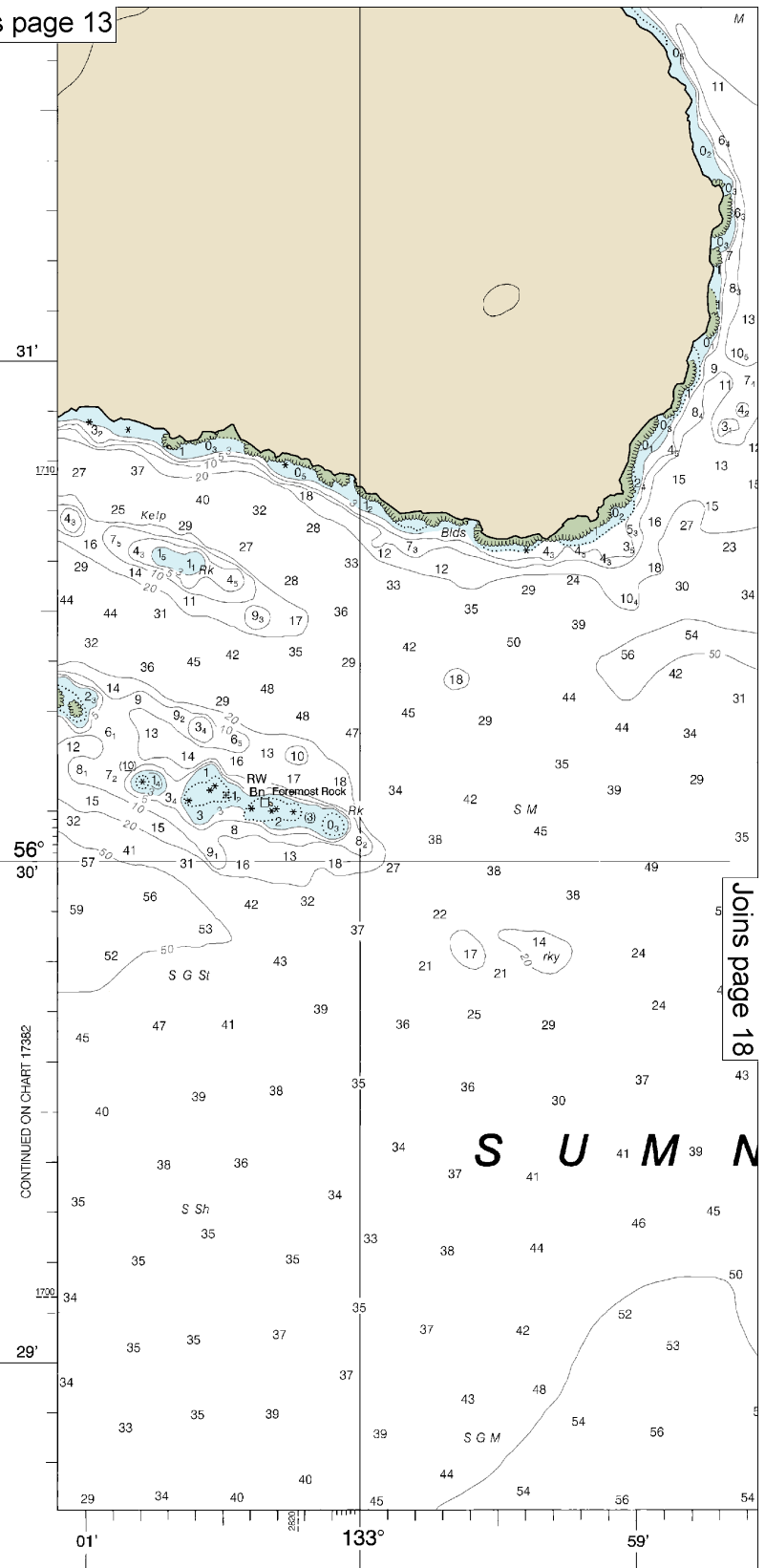
SCALE 1:20,000  
Nautical Miles

See Note on page 5.





Joins page 13

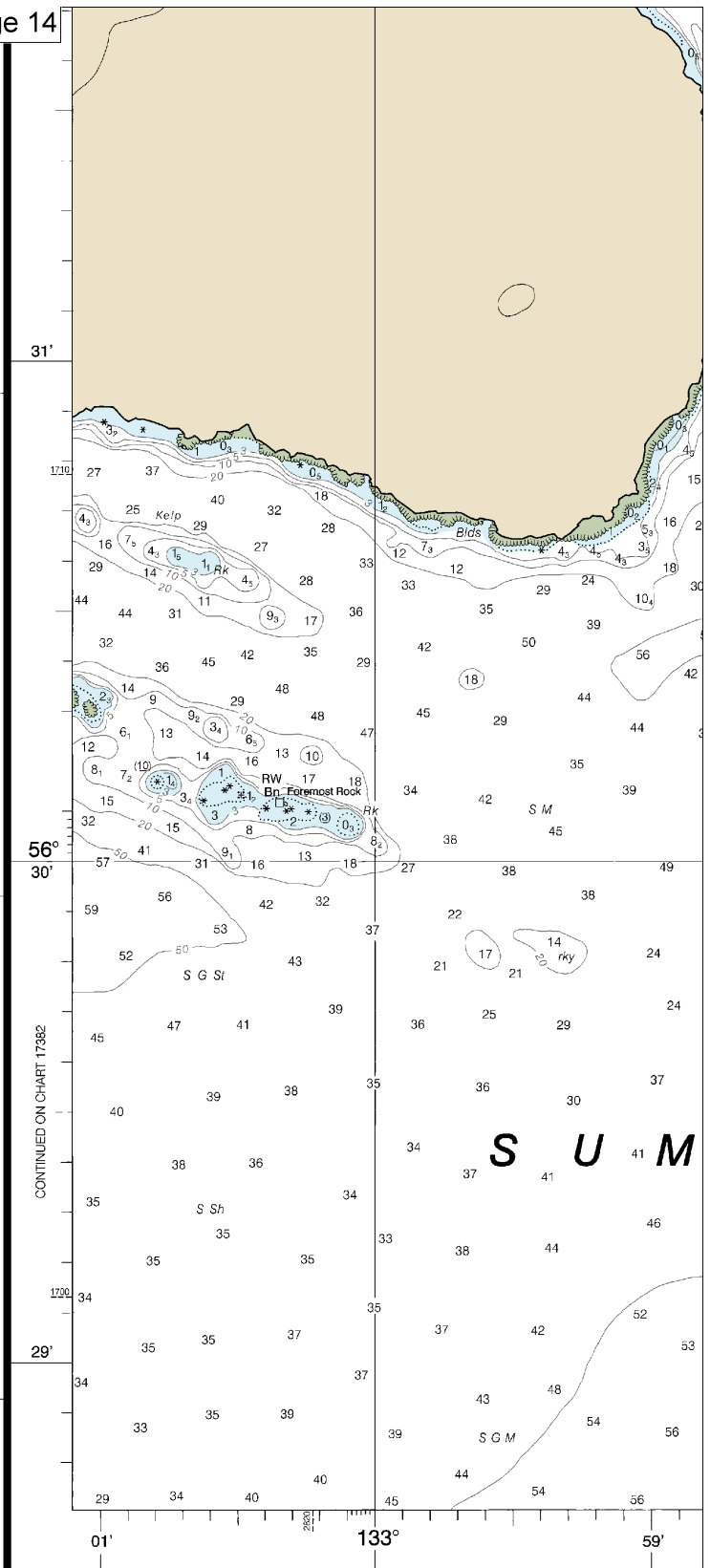
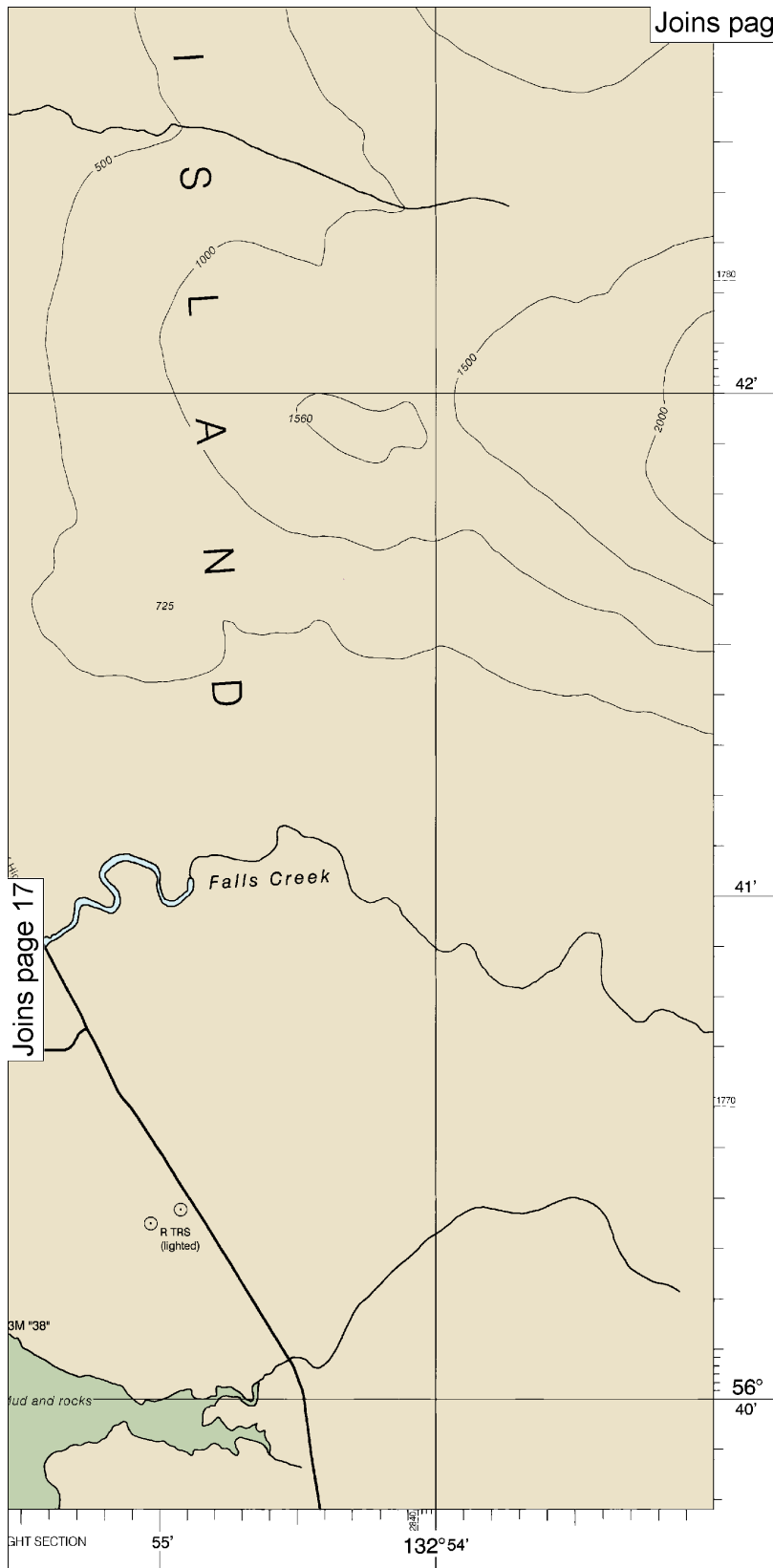


# INGS IN FATHOMS

HOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

FATHOMS	
FEET	
METERS	

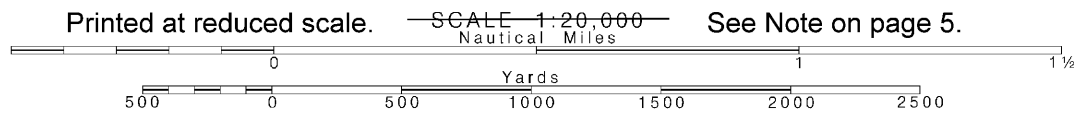


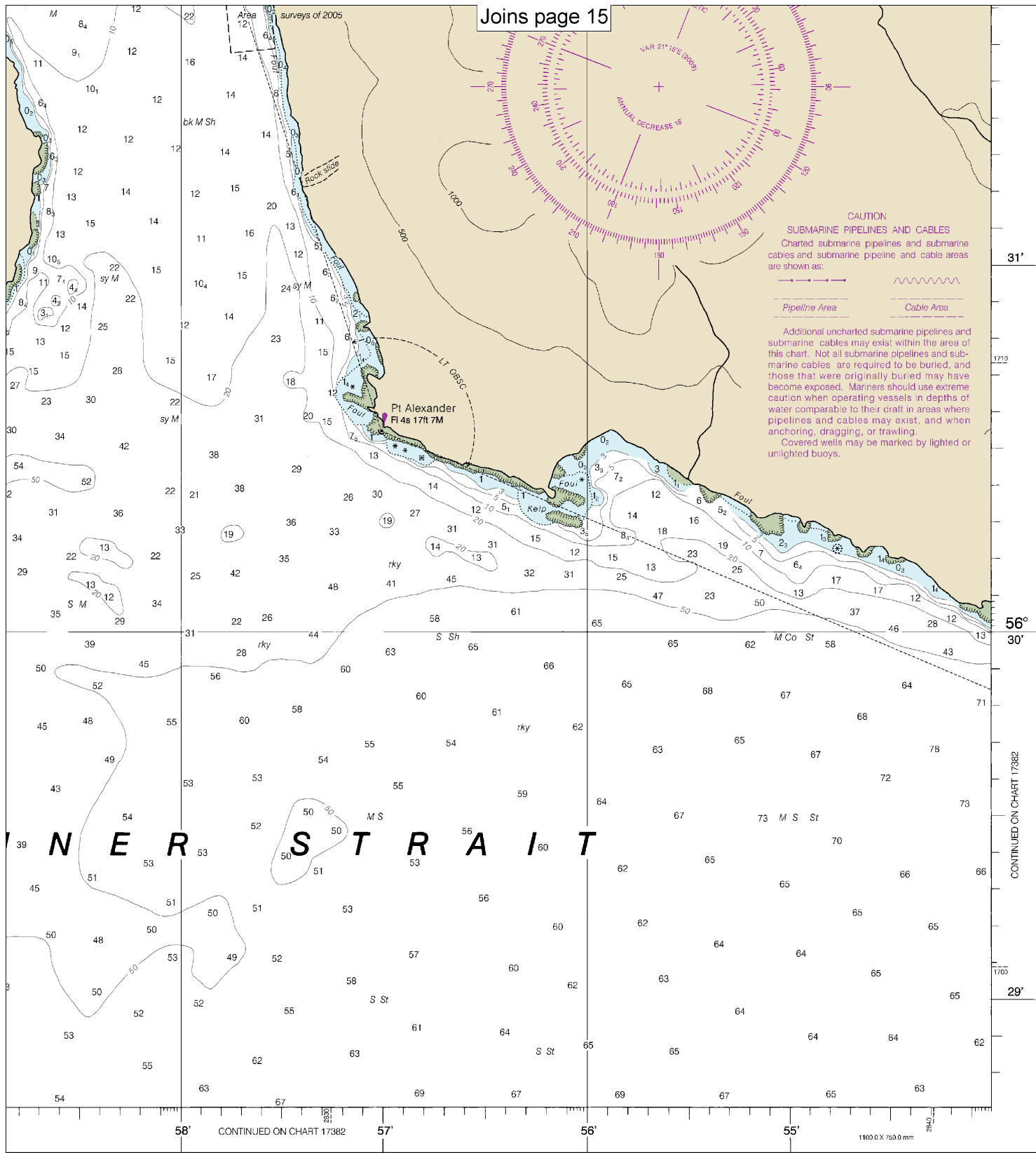
# UNDINGS IN FATHOMS (FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

18

Note: Chart grid lines are aligned with true north.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Wrangell Narrows  
SOUNDINGS IN FATHOMS - SCALE 1:20,000

17375



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.